The Cuban Question in Elisassippi.

[From the National intelligencer, June 19.]

We observe by the newspapers that Goz. Quitman was at Jackson. Mississippi, about the beginning of this month, and addressed the people on the subject of Ouban independence. From the description of his speech in the Fing of the Union we learn that he argued that the mission of republicanism and the great principles of self-querement, like the mission of the Christian religion, is aggressive; and that it is the duty of all votaries of freedom to disseminate its cortrans to the salightment and elevation of the Caucasian race. The acquisition of Caba he deemed a universal santisent. Of the three modes augusted to obtain it—viz. by purchase, by public conquest, or, by private conquest—he said that the first had falled hopelessly; that the second would be barren of good, as the blacks would be emancipated before the United States could get possession; and, consequently, that the third method was the only feasible one for its accomplishment. Upon this point he dwelt energetically, entercing his own views be referring to the ancoessful revolution and subsequent ameration of Texas, which he said had been accomplished by the material sid of American citizens, in desoite of the proclamation of Gen. Jackson warning them against interference.

Such, substantially, according to the Fing of the Union, was the argument of again within the jurisdiction of his earned and able friend, Hon John A. Campbell, of the Union of the Campbell, of the Union of the States Supreme Court.

The democratic Journal published at Jackson also has a article describing the visit of General Quitman to the apital of his State, which is worthy or notice. We copy tentre:—

stre:—

(From the Jackson Mesissippian, of June 1.)

m. Quitman resched the capital on Monday. The nuncement of his arrival drew to the deput a large nuncement of clistens, eager to testify their respect for as a soldier who has perilled his life in defense of country as a navient and uncompromisers also as

arnouncement of his arrival drew to the depot a large concourse of discens, eager to testify their respect for him as a soliter who has perilled his life in defeate of his country, as an ardent and uncompromising advocate of the rights of the South, and as one whe in various civil trusts has been inthiul in the discharge of his duties. In behalf of the citizens present he was welcomed with appropriate remarks by Capt. Wen. Retaile, to which he responded, referring chiefly to his connection with the well known movements in the United States having for their object the liberation of Cuba.

Agreeably to previous motion Gen. Quitman delivered an address upon the Cubas question to a large assemblage of ladies and geatlemen at the Representative hall on Wednesday evening. He recapitulated with much force and clearness the importance of the establishment of the independence of Cuba to the interests of the United States, treating it drat as a national question, and secondly, as a question affecting the destiny of the alaye States. He adverted to his connection with the federal administration touching the enterprise.

We will remark that, while a strong current of sympathy pervades this part of the country towards that expedition, there are few manifused by promale partisms considerations who are prepared to find fault with the action of President Perce. An arrient friend of the acquisition of Cuba, he selected as kinister to Spain Mr. Soulé, with reference to that measure. While the warlike expedition was in the process of formation—while drealars marked "confidential" were strangely enough fine discussed with the notes of preparation for the expedition; while all these things were in progress, a friend of the acquisition of Cuba, he selected as kinister to Spain Mr. Soulé, with reference to that measure. While the warlike expedition was in the process of formation—while drealars marked "confidential" were strangely enough incoding the country with elaborate details of the plans of the campaign—while the whole land alm

Its meaning may exist:—

shell, within the territory or jurisdiction of the United
Blates, begin or set on foot, or provide or prepare the means
for, any military expedition or enterprise, to be carried on
from thence against the territory or dominions of any
foreign Prince or State, or of any colony, district, propple
with whom the United States are at peace, every person so
effecting shall be deemed guilty of high misdomeance, do.
A second attempt was made by Sanator Reavy, of this offending shall be deemed guilty of high misdemeases, &c. A second attempt was made by Sanator Brown, of this State, to effect the repeal of this law, near the close of the second session of the last Congress; but it met with even less encouragement than the movement of Mr. Slidell. Therefore, if blame attaches to any branch of the government for the failure of the Guban expedition, (which we think is far from probable,) it belongs to the legislative or law making branch, not to the executive. The President is as much bound to execute the meuthodity to consult his personal views in regard to the justice or prepriety of laws which are spread before him for his guidance on the statute books.

Affairs in Kansas.

[From the Washington Union, June 10.]

We publish below a series of papers in relation to the affairs in the Territory of Kansas. The letter of Governor Reeder to Commissioner Manypenny, and the reply to it, have already been made public by Governor Reeder; the other documents belong to the same question but are new published for the first time, copies having been obtained by us for this purpose from the prope departments, and the publication of which seems requisite in order to prevent any misapprehension in regard to the true state of facts, which are of general interest and importance to the whole country. We take occasion to say that we see no cause to apprehend interruption of the public peace in Kansas unless its actual residents should be interfered with in the conduct of the public affairs of the Territory. If any persons have heretofore interfered, (which, in our mind, does not admit of doubt.) either to control the votes by means of erganized societies in other States, or actually to vote in the Territory without the lawful qualification of residence, or to overswe the qualified voters, such persona have perpetuated a gross wrong as against the rights and the interests of the bona fide settlers of Kansas, which deserves, and will receive, the reprobation of all right-minded men.

deserves, and whit receive, and the late visit to his former minded men.

Governor Reeder, prior to his late visit to his former home in Pennsylvania, had officially canvassed the returns of the electors, and had given cartificates of election to some two-thirds of the members elect of the Territorial Council and House of Representatives, and had issued his prucisamation for convening the Legislative Assembly at Pawnee City in July next, which will complete the organization of the Territorial govern-

complete the organization of the Territorial government.

W. L. MARCY, ESQ., TE GOVERNOR REEDER.

DEPARTMENT OF STATE,

WASHINGTON, June 11, 1855.
SIR—I am directed by the President to inform you that with the developements before him in reference to purchases of Kassas half-breed reservations made by you in the Territory of Kansas, and in which, as you siate, Judges Johnston and Elmore, of the Supreme Court of the Territory, and Mr. Isaacs, the District Attorney, participated, and in reference also to other speculations by you in lands of the Territory, apparently in violation of acts of Congress and of regulations of the department, he feels embarraseed to see how, consistently with his convictions or duty, he can allow the present official relation to the Territory of yourself or of either of the other gentlemen mamed to continue, unless the impressions which now rest upon his mind shall be removed by satisfactory explanations.

The President will, however, be glad to receive and consider any explantions which you may desire to make in regard to the character and extent of the transactions above referred to, and particularly the matters spoken of in the letter of G. W. Clarke, Indian agent, dated May 3, 1855, and addressed to the Superintendent of Indian affairs for Kansas, a copy of which was forwarded to you at Easton on the 5th instant.

I am, sir, very respectfully, your obedient servant, W. L. MARCY.

Hon. A. H. Reeder, care of John Cochrane, Surveyor, &c., city of New York.

Hon. A. H. REEDER, care of John Cochrane, Surveyor, &c., city of New York.

GOV. REEDER TO W. L. MARGY, ESQ.

NEW YORK, June 13, 1856.

Sire—Your letter of the 11th, postmarked the 12th, was handed me between ten and eleven o'clock last night, after I had made all my arrangements to leave fer Kansse at six o'clock this morning.

I could not remain at home to reply fully to the communication without gross neglect of my efficial duties, and it is equally clear that i_cannot give to the grave matters it contains the deliberate reply which they require while I am en route day and night. Nothing is left me, therefore, but to proceed to the Territory, and reply to your communication there. I wrote to the President yesterday from Easton, and must express my regret that your communication was not made at an earlier day.

Very respectfully, your obedient servant.

A. H. REEDER.

Hon. W. L. MARGY, Secretary of State, Washington.

ATTORNET GENERAL CUSHING TO THE ATTORNET AND ABSO-CHATE JUSTICES OF KANNAS TERRITORY.
ATTORNET GENERAL'S OPTICE, June 14, 1855.
SIR—I am directed by the President to inform you that
in a letter from Governor Reeder, of the Territory of
Kansas, to the Commissioner of indian Affairs, to which
his attention has been called by a letter of G W. Clarke,
Indian Agent, addressed to the Superintendent of Indian
Affairs for Kansas, of the Sthult, Governor Reeder
makes the following observation regarding certain contracts for the purchase of lands of Kansas half-breed reserves:—

tracts for the purchase of lands of Kansas half-breed reserves:

These contracts were, for convenience sake, made in the name of Judge Johnston, although it was well understood that Judge Elmore, Colonel Isaacs and myself was equally interested."

These transactions being apparently in violation of acts of Congress and of regulations of the departments, the President feels embarransel to see how, consistently with his convictions of duty, be can allow the present of ficial relations to the Territory of yourself, or of either of the other gentlemen named, to continue, unless the impressions which now rest upon his mand shall be removed by satisfactory explanations.

He will, however, be glad to receive and consider any explanation which you may desire to make in regard to the character and extent of the transactions in question. I have the honor to be, respectfully, C. CUSHING.

A LEGISLATIVE COACHMAN.—A gentleman of this city, a week or two since, was inquiring for a private coachman. One whe heard of the inquiry and offered his services in that capacity, mentioned as a recommendation that he 'swas a member of the late General Court.' We were aware that that distinguished body had gained much reputation by riding inside of vahicles, (for instance: in two omnibuses te Roxbury,) but we had not supposed that any one of its members had been in the habit of occupying an outside seat. As it was notorious that the car of state had of late been managed somewhat rechlessly, it was thought hardly safe to trust one of its drivers with the guidance of a private carriage. The offer was therefore courtequally declined.—Reston Transcript.

A Steamer of Twomty-five Thousand Tens
[From Dickons' Househeld Words, May 26.]
The huge fabric erecting at the late of Dogs. (below Londen,) as yet beers no resemblance to any innum tind of craft. At a dis ance the eye is unable to detact any particular proportions about it. A close inspection, however, abows a line of uprights at each end which mark the shelving proportions of stem and stem, and then one can perceive that the object before us is really intended for a ship.

Lenden,) as yet beers no resemblance to any hands ind of count. At a distance the eye is unable to detect any particular proportions about it. A close inspection, hewever, show as him of uprights at each end which mark the shelving proportions of stem and stern, and then one can perceive that the object before us is really intended for a shig.

Standing on the backs of the river Thames, with a vast open space on one side and Greenwich Hespital on the other, it is not easy to form a just conception of this marine moneter, which, for want of a better name, we call Levisthan. It is being built by Septi, Russeli & Company, from designs by Mr. Brunel, the engineer, where conception the cutive fabric is. When we remise to reserve that the Royal Albert line-of- battle shig, of one hundred and twenty guns, is something under four thousand tons, and about two hundred and twenty feet in length, and that the Simha and Humilays, at present the largest steamers affont, are only three hundred and twenty feet in length, or thereshouts, they may form some idea of the proportions of this Eastern Steam Navigation. Company's shig, when they are told that it will be six hundred and eighty feet in length and of twenty-five thousand tons burden: in other words, of more than six times the capacity of our largest men. of war, and above double the length of the largest steamship after.

Our readers will have frequently heard discussions as to the relative merits of paddles and screws. In the Leviathan the screw will be combined with the paddle, werhed by engines nominally of two thousant six hundred horse power, but is reality capable of being worked up to ten themands horse power. To guard against accidents at sea to machinery, and to prevent any detention from such a cause, the paddle wheels will not easily be perfactly distinct from each other in their working, but each will be set in motion by several sets of machinery of superchoundant power, so that at all times derangements or cleaning of one or two cylinders or bollers will not

the quantity consumed to one to page, we start of two or three hundred tone.

In order to compensate for the great loss of weight caused by all this enormous consumption of fuel, and to maintain an equal immersion of the paddles, the coal will, to a certain extest, be replaced by water pumped into the water-tight compartments forming the skin of the ship, and of which we shall presently have occasion to spear. In addition to this arrangement, the paddles have been so adjusted on the wheels as to be as efficient at one draught of water as at another.

It is impossible to judge of the future flaish or accommodation of such a gigantic ship as the Leviathan from the present state of the from hull. Immease divisions of metal plates, reaching to an incredible height, with sub-compartments at right angles, appear to divide the monator fabric into a nusber of square and oblong spaces, each of which would centain an sight-roomed house of Camden Town build, or a sent detached villa from Stockwell at forty pounds per annum.

We inspected a model of this ship in wood, and

and oblong spaces, each of which would centain an eight-roomed house of Camdem Town build, or a semi-detached villa from Stockwell at forty pounds per annum.

We inspected a model of this ship in wood, and could scarcely believe that the unsightly mass of irom plates, rivets and joints, just beheld, could by any possible ingenuity, he wrought into anything so beautifully symmetrical as the long arrow-like little craft before us, tapering off forward as sharply as a woodman's hatchet or a Thames wherry. From that mele we were esabled to understand where the engines, coals, stores and cargo would be placed, and moreover where the two thousand first class passengers would be berthed in their five hundred state cabins, and where the two thousand second class and steerage passengers would be placed, without nearly as much crowding as in an ordinary passenger or emigrant ship.

Large ladeed must that steemer be which can provide a main deck saloen sixty feet in length, and ferty in width, and fifteen feet in height, with a second class in height. The Leviathan has these, and they appear but small compartments of the huge interier.

It wend prove a fortunate chromatance for our military authorities, who are so much in want of steam transports to the seat of war, if this monater ship were ready for sea at the present moment. There are just now two divisions of the French army of tea thousand men each, ready to be conveyed to the scenes of their future operations. The Leviathan, with just sufficient fuel for so short a voyage, could take on board one of those divisions entire, with horses, fodder, artillery and ammunition; it could hand those ten thousand men, with proper arrangements, in the Crimes; could return and carry the second of the leviathan are correct—which more learned heads than ours declare them to be—then the iron ship could have conveyed at least half a dozen regiments of cavalry from Bombay to the Crimes, by way of the Red Sea and Egypt, in about two months. If the calculations as to the speed of the Le

in about two months. It the calculations as to the system of the Levisthan are correct—which more learned heads than ours declare them to be—then the irou ship could have conveyed at least half a dozen regiment conveyed through Egypt.

Had the old system of ship building still prevaited with regard to see going steamers—had our ship wrights worked on the wooden wall principle, instead of the plate and rivet method—we would never have possessed such noble steamships as are owned by our large commercial companies. Certain it is that the Levisthan could not have been built on the wooden system. The mightissignate of Indian forests, of fabulous age, in countiess numbers, would not have sufficed to produce a ship of half her size. Strength enough could not have been obtained with the most ponderous masses of timber-work, braced as they might have been with fron and copper, to have floaded so mighty a load of cargo, machinery and living beings. Yet the mouster of which we are now speaking—so new in its various appliances of power, so wonderful in its unheard-of capacity—is composed of plates of iron less than one inch in thickness.

The secret of the great strength attained by this comparatively small amount of metal is in the peculiar structure of the hull. It is built throughout in distinct compariments, on the principle of the Britannia Tabular Bridge, and when fluished will be in fact a large tubular ship. The principle of this structure need not here be dwelt upon. It will suffice to explain that the whole of this vessel will be divided into ten hage water tight compartments, by means of iron plate builkheads carried up to the upper dear, thereby extending far above the water line. In addition to this great safequard against accident, the whole length of the ship, except where she there so the ship, and office in the principle of the ship, except where she have a means of communication by iron eliding cours in the ship should be shined by iron eliding cours for the ship, broadeldegen to the ship double skinned,

Marine Court. Before Hon. Judge McCarthy. A REWARD NOT SOUGHT FOR.

JUNE 17 .- David R. Quick vs. John T. Harding .- Thi was an action for assault and battery committed on de feedant in plaintiff's shop last March. Defendant is fendant in plaintiff's shop last March. Defendant is a career. Last winter a robbery was committed on his premises, and a large quantity of tools taken from him. He subsequently offered a reward for their recovery. The plaintiff's brother, who is a machinist, was in a record hand store in the Bowry, and there say the goods. He gave the information to his brother, (plantiff,) and told him to go and get the reward and taey would divide it. Pisintiff accordingly called on the defendant at his shop, and while there an altercation coursed, during which plaintiff got a pair of black eyes and other unjuries. The defendant insists that plaintiff was the aggressor, and got no more than he deserved, and that he (the defendant) was the injured pacty. The jury, however, thought different, and gave a verdict for \$200 to cover the plaintiff's eyes.

Judge Biram Warner has received the democratic semication for Congress in the Fourth district of Geor-gis, and Hon, John H. Lumpkin, in the Fifth.

The Heat Mr. Stanton, of Tonnessee. TO THE EDITOR OF THE HERALD. In your report of the speeches made last evening

It your report of the opening man half orening as the "Know Nothing meas meeting" in the Park, I find the rame of the Hen. F. P. Stanton, or Tennesses, in-troduced as one of the speakers upon that occasion. I beg to state that the Hon. F. P. Stanton was not

I beg to state that the Hon. F. P. Stauton was not present at the "gathering is the Park" hat evening, and consequently did not make the "Knew Nothing" speech subjustly attributed to him is your report, and further, I take the liberty to express my first boilef that the patitical principles of Mr. Stratten are as remote from "Knew Nothingism." as was be himself from New York city at the time of the sforward "gathering," as I can state, considering, that is: Stanton was not within two hundred and fifty miles of New York at the time the "Know Nothing mass meeting." was being held in the Park.

New, Bir, as Mr. Stanton's personal and political friend, I hasten to correct the error in your report, which might otherwise inflict upon him great political injustice.

Please publish the above, and oblige, respectfully.

VERITAS.

Theatres and Exhibitions.

ACADEMY Of Music.—Intursity evening, the Lagrange Opers troupe will give, for the last time, Beilini's grand opers of "Norms"—Madame La Grange (who is admired for her great vocal science) as Norms, Signora Certini as Adalgies, Polile by Signor Mirate, and Oraveso by Marini. If this cast cannet call together the lovers of splendid rocal shirty, we know not what can. Those who love melody in its refined character, should ge to the Academy during the few nights the La Grange company will appear.

who love memory in its researcher, should go to the Academy curing the few nights the La Grange company will appear.

Ninto's Garden.— The third representation of Balfe's beautiful opera, entitled the "Baughter of St. Mark," will be given this evening. To those who have been present at its first preduction, it is acarcely necessary to say they have been well plaused. Miss Louisa Pyne, who is evidently one of the most finished vocalists, has shown that wherever she is placed, even in the most difficult ville, she is perfectly at home. Nible has spared nothing to produce this opera effectively. Let the lovers of music testify the fact by extensive patronage.

Bowmay Thratrin.—At the east side of the city, we know of no place where an evening can be whiled away with more pleasure. Mr. Waldron is untiring in his exertions to place the old Bowery without competition. It is the best and most properly regulated theates at the eastern side of the city. He has had the French and Spanish dancers performing there for the last fortnight, endeavoring to afford everything of redinement for his patrons at a great expense, and he should receive his reward. To night, R. Johaston's benefit takes place. Let him have a bumper.

Burron's Thratrix.—The benefit of an actor who is one of the greatest favorities in New York, takes piace to night—Mr. G. Holland. Those who remember the old Olympic will not forget him. The pieces selected are the drama of "fall That Gitters is Not Gold," Messra. Redy, Kelland. Bland and Mrs. Frost in the leading characters; "Nipped is the Eud" will follow, and the amusements will close with the "Widow's Vistim," Chanfrau and Miss Albertine in the principal parts.

Wallaur's Turatrix.—The German Opera company will appear on Friday evening in Docisetti's celebrated.

Wallack's Timarus —The German Opera company will appear on Friday evening in Doolseth's colebrated opera of "The Child of the Regiment," when Mad. D'Ormy, assisted by several artists of great vocal colebrity, will appear and give, as they have already down in another place of amu ement in this city, a proof of their spleedid vocal science. No death the German community will sustain them by a patronage commensurate with their talent.

Wood's kinerance are drawing full houses every night
— a proof that negro minstrelsy is still in the ascendant.
"Black Blunders" is announced for this evening. BUCKLEY'S SERENADERS.—This company will leave for a short time after this week, in order to gain health it the provinces. They announce for this evening a bill of great attraction. The burlesque opera of "Sonnam buls," with a great variety of vocal and instruments preformance.

PERIOD AND STREET,—Still the numbers will go to see the great buriesque "Baby Show," which will excite more intrinsic amusement than the reality. Besides, there will be a performance of great variety, both vocal and instrumental.

there will be a performance of great variety, both vocal and instrumental.

METROPOLITAN THEATHE.—The benefit of Miss Mary Agnes comes off to-night. She is a young American actress, and it is hoped her friends will rally on the occasion. The pieces selected are "Much Ado About Nothing," in which Dyott, Howard, Norton, Miss Mary Agnes, Mrs. Sylvester and Miss E. Moraat will appear. "The Love Chase" will follow, with Dyott, Miss Mary Agnes and Mrs. Vernos will fill the principal characters.

MRS. J. C. FROST announces her benefit for Thursday evening, at Burton's. Mrs. Frost is a young American actress of marked ability, and this is her first appeal to the public in her native city.

THE OFREA IN BOSTON.—The LaGrange company gave "Norma," and the last act of "Lucis" at the Boston theates on Monday. Brezy ment was taken. The concerts during the week were not pecuniarily successful.

JOHNSTON'S TEXTINONIAL.—Remember this affair taken

Johnston's Testimonial.—Remember this affair takes place to morrow evening, and that from the drauntic arrangements it will be a splendid affair.

Inadona Clarks, the American rima donna, will make a flying visit to Yonkers, where sae will sing this evening, by invitation of a committee of ladies and genticemen. She will be assisted by artists of vocal celebrity. CONTINENTAL HALL, CORNER OF FIGHTH AVENUE.—Sedg wick and company give their entertainment called "Crotchets and Quavers," every evening this week.

"Crotchets and Quavers," every evening this week.

THE FILIBUSTEBING MAGNOLIA.—Th's vessel, recently carried into Mobile by the cutter McClelland, for being concerned in filibustering, is a forfest, under the revenue laws of the United States, with all her cargo—3,000 rifles, 1,800 Coltts revolvers, 1,000 pound fixed ammunition, a brass field battery, and a large quantity of ether military stores. The 3d section of the act of April 20, 1818, provides that a vessel leaving a port of the United States, as she left New York, with a fraudulent clearance as to her cargo, and on such an errand as hers, shall, with her cargo, be forfeited, one-half to go to the informer; and these concerned with her are liable also to a fine of \$10,000. In this case we presume that the Assistant Secretary of the Treasury is the party causing her to be taken into the custody of the revenue officers in the district of Mobile. It is not believed in this city that she was in the service of the Caba Justa, as alleged; Nicaragua is thought, on very Cuba Junta, as alleged; Nicaragua is thought, on ver-reasonable grounds, indeed, to have been her destina-tion, notwithstanding the protestations to the contrary. Washington paper, June 18.

FINANCIAL AND COMMERCIAL. MONEY MARKET.

TURSDAY, June 19-6 P. M.

The stock market opened exceedingly buoyant this morning. A very heavy amount of business was transacted, and the upward movement appears to gain strength as prices become inflated. At the first board Missouri 6's advanced | per cent; Cali fornia 7's, }; Erie bonds, 1875, }; Illinois Central Construction, 2; New York Central 7's, 1; Ohio Life and Trust, 4; Cumberland Coal, 1; New York Cantral Railroad, 2; Harlem, 2; Eric Railroad, 1; Reading Railroad, 1; Hudson Railroad 24; Michigan South en, 2; Cleveland and Pittsburg, 42; Cleveland and Toledo, 1; Chicago and Rock Island, 2. There was quite an excitement to-day in New York Central etock. The large sales at auction gave an impetus to the market, and prices were up above par. At the board there was considerable activity, at an advance. Eric and Reading were in demand to-day at better prices. Of the latter cash stock was plenty. Hudson Railroad bas advanced rapidly within th past day or two. On Saturday there were sales at 39 per cent, and it sold to-day at 43 per cent. This rise has not brought out much stock. Western rail road stocks do not seem to make any pause in their expansion. Cleveland and Pittsburg sold few days since at forty-five per cent. Sales to-day were made at fifty-five. Even this enormous advance has not induced many holders to realize. Railroad bonds were freely taken to day at better prices. Illinois Central construction and free land, amounting to \$160,000, sold at the first board at an advance of about three-quarters per cent all round. Most of the purchases were for cash. Erie, Hudson River and New York Central bonds composed other pur chases to-day, all at an advance. The speculative excitement existing at the Stock Exchange has brought out some new stocks. We notice to-day a smail sale of Brunswick City Land Company. Taere is, percaps, no railroad stock on the list possessing so wide a margin for an improvement as Erie, and we believe that a good portion of that margin wil

to discover it. After the adjournment of the board this morn ing, the following bonds and stocks were sold at auction, by Simeon Draper, on account of the trustees of the late Utics and Schenectady Railroad

difference in their value we have not yet been able

be covered before many months. In view of its po

sition and prospects it is unwarrantably depressed It is at this moment selling for only about one-hal as much as Central, and if there is in reality that

Company:—
\$208,000 N.Y.Cen. RR subso'n 6's, int. added.85% a 87% 14,800 do. do. convert'e 7's, do. — a 101% 1,843 shares N.Y. Cen. RR. stock.......90% a 103 3-18 The following sales were made on account of whom it may concern, and to close an estate :-\$17,000 Lake Erie, Wabash and St. Louis Railroad 1st mortgage _______int. added.75 \(\) 10,000 N.Y. Cen. R. R. real estate 5 \(\) do. 85\(\) 8,000 Memphis ett. 6's ______ do. 85\(\) 1,000 shares N.Y. Cen. RR. int. added 106 3-15 a 100 \(\)

Mr. Nicolay sold at auction, this morning, 29,938 shares of the capital stock of the Gold Hill Mining Company, ferfelte ! for non-payment of an assess ment of 73 cents per share levied thereon. They brought 74 cents to \$1 per share, subject to said RESCRETUECT.

At the second board the market was buoyans, ant not active. Illinois Central bonds advanced 1 per cent; New York Central bonds, 1; Erie bonds, 1876, 4; New York Central R. R., 4; Chicage and Rock Island, 11; Harlem, 1; Reading closed at prices current in the morning. The upward move-ment in many stocks has been too rapid, and a reaction will be the result before many days elapse.
The transactions at the Assistant Treasurer's of-

floe to-day, were as follows:-| Paid on treasury account | \$26,942 19 |
Received	do	70,195 99
Belance	do	2,324,998 50
Paid for assay office	1,271 60	
Paid on diabursing checks	23,934 50	

The warrants entered at the Treasury Department, Washington, on the 16th inst, were as follows:-

The Bank of America has declared a semi-aunual dividend of four per cent; The Peoples' Bank, three and a half per cent; Michigan Southern Rail road, five per cent.

The Michigan Southern Railroad Company earned in May \$270,970 74, sgainst \$228,377 80 for the same month last year, showing an increase of \$43 592 94 in the month this year. The New York Central Railroad Company earned

\$620,912 73 in May, this year, against \$510,820 88 for the corresponding month last, showing an increase of \$110,091 85. A larger per cent of the receipts in May, this year, were from passengers, than last.

The rates for the transportation of freight on the New York Central Railroad have lately been greatly reduced, to prevent its going over rival routes, which have now become numerous and uncontrollable, but not enough to comply with the law limiting the dividends to ten per cent annually on the amount of capital actually expended in the construction of the same-which does not exceed fifteen millions of dollars-or to justify the authority given to the company to "take private property for the purposes of the road upon the payment of a fair compensation." "The eminent domain remains in the government, or in the aggregate body of the people in their sovereign capacity, and they can resume the possession of private prointerest or convenience of the State is concerned. as where the land is wanted for a road, canal, or other public improvement." In consideration of the exercise of this right by railroad companies, and the grant of the franchise or privilege of making the road and taking tolls thereon, the publie become entitled to the use of it in transporting persons and property at equally reasonable and cheap rates, such as would keep the road in repair and pay the stockholders seven per cent dividends annually on the money actually invested by them, and it is the duty of the Legislature to maintain and enforce this right. There can be no more equitable principle established than that which requires railroad companies to do their business on such cheap and accommodating terms that the benefit to the public, from the use of them, may be of sufficient importance to justify the resumption of the possession of private property, and granting the privilege of making the road and taking tolls

Vessels now convey large quantities of freight through the Welland canal, to and from the ports of Rochester, Oswego, Saekott's Harbor and Cape Vincent, on Lake Outario, and Ogdensburg and other places on the river St. Lawrence, where there are railroads running to Boston, by way of the Ogdensburg and Northern, and the Montreal and Piattaburg Railroads, and New York by the Roches ter and Genesee Valley, and Syracuse and Bingham ton railroads, and Philadelphia and Baltimore by the Elmira and Williamsport Rallroad; and from Lake Erie it is taken by the New York city, Buffalo, Corning and New York, and New York and Eric railroads, to the city of New York. No compro mise or satisfactory or equitable arrangement of all those conflicting interests can possibly be per-manently made, as the trade and commerce of the four most populous and wealthy cities in the Union are involved in the competition. The whole cost of all these railroads will sooner be sacrificed than un reasonable charges tolerated. Baltimore, Philadelphia, New York and Boston, the respective railroad companies, and the places where they terminate, as well as the people inhabiting the intermediate, and, in fact, the whole country traversed by or having occasion to use them, are vitally interested. The Erie canal can always, however, be made to regulate the rates on such freight as does not require speeds transportation, by reducing the tolls during about eight months of the year, which the Legislature will in future be compelled to do, from time to time, by the competition of the above named railroads. Reductions of canal tolls have heretofore repeatedly been made on account of the competition of the Baltimore and Ohio railroad, which has eight tunnels, altogether two miles in length, and many high grades, and the Pennsylvania canals and railroads, which pass over the Alleghany mountains on high grades, where until recently there were four inclined planes, three half a mile each, and one three quarters of a mile in length, on the east side and three on the west side, each half a mile in length, over which the railroad cars and canal boats in sections on trucks, have until lately been hauled by stationary power, when a circuitous railroad. passing through tunnelling on which locomotive engines are used, was substituted, the expense of which is little, if any, less than the inclined places The range of the Alleghany mountains extends through the Northern and Middle States, from fifty to two hundred miles in breadth, nearly parallel with the Atlantic, and from fifty to one hundred and thirty miles distant from it, affording no passage through it between Canada and the Tennessee river as level as the Mohawk valley. Previous to the completion of the Eric canal in 1825, a vast trade was carried on between Baltimore and Philadelphia and the West through Ohio on turnpike roads connecting with the National road, which afforded to them facilities the New Yorkers did not possess, and the citizens of those places entertained great hopes from the extension of the National road beyond Cumberland until they were convinced that they could not compete with the low rates of freight on the Eric canal. And the reduced amount of the imports and exports and business of those cities subsequent to the above year, furnish unmistakable evidence of the diversion of the business of the West to the city of New York through the Erie canal, which has continued up to the present time. And the State of Pennsylvanis has ever since been endeavoring to open communications by railroads and canals over the mountains to transport freight and passengers at the rates harged on the canals and railroads in the State of New York; but many millions of dollars have been sacrificed in the business, and public works which cost the State over thirty millions of dollars, are now offered for sale at seven and s-half millions, with no prespect of getting a bayer, as the State has sunk many millions in the use of the same, and higher charges would materially lessen the trade now carried on through those channels, which is doubtless of sufficient benefit to the inhabitants individually to compensate for the incredible expense and loss of the State in constructing and managing the same.

And now when the rivalry of that State no longer materially interferes with the business of the Contral Railroad, the above mentioned roads, recently constructed within our own State, at much less cost than the Central, which was originally so frail that

The South Bay Steam Navigation Company, char-

the tracks were relaid after the pine rail and flat ber

had been used about six years, will each take away

a portion of its freight and passengers, at still more

tered by the Legislature at its late session, have Spread their books in the villages upon the south side of Suffolk county, Long Island, and about one-third of the capital stock has already been taken The books will close about the four h of July. It The books will close about the four h of July. It is the invantion of the company to run a line of steam ers from West Tampton, Suffolk county, through the South Bay and the comm to New York. It is thought the line will pay well, at there are forty miles of thickly populated country to support it. If any citizens of New York wish to substeam to the stock, it can be done within the specified time. TATVOV W. Vail, of Islip, Suffolk county, and Austin Patchogoe, are the commissioners having charge of the books. The capital will be divided into shares of twenty-five dollars each.

The annexed statement exhibits the gross and not earnings of the Philadelphia and Reading Railroad Company for the month of May, this year, compared with the corresponding month last year :-

PHILADELPHIA AND READING RAILBOAD. May 1854. 1856. 18 Net income for the months ... \$160,795 67 \$285,269 13 Do. previous five months ... 436,653 66 711,817 37 Net income six menths \$586,449 27 \$977,084 50

According to this, the inpresse in net income during the first six months of the present fiscal year amounts to \$390,637 23—equal to about sixty-six The gross earnings of the Morris and Essex Rall-

road Company for the fiscal year ending May 31. 1855, amounted to \$231,115 93, and the expenditures in the same time to \$125,172 98, showing a mot income at the close of the year of \$105,942 95. Out of this, two semi-senual dividends, amounting to \$57,876 69, and interest on debt, \$18,735 10, have been paid, leaving a balance of \$29,331 16, which has been added to the contingent fund.

The financial condition of the company, on the 1st inst., was as follows:-

inst., was as follows:—

Dr.

Cr.
Construction ...\$613,156 69
Real estate ... 66,590 68
Buildings ... 37,565 27
Buildings ... 37,565 27
Bond trust's school fund ... 30,000 00
Cars ... 83,759 78
Bonds (1864) ... 282,000 00
Incidentals ... 5,901 79
Bills payable ... 7,000 00
Incidentals ... 59,767 98
Extens to Hackettatown ... 559,767 98
Profit & leas ... 158,465 61
Extens's west of
Hackettstewn 24,721 16
Consection with
N. J. Raircoad 81,405 76
Wood & timber ... 16,402 26
N. York freight
building and wharf ... 45,935 14

Total ... \$1,634,489 67
Total ... \$1,634,489 67
Total ... \$1,634,489 67

Total \$1,684,489 67 Total \$1,684,489 67 Subscriptions to new stock to the amount of \$168,-000 have been taken to raise funds for the completion of the Hackettstown extension. No further steps have been taken to extend the road west of Hackettstown, and the directors think it inexpedient to do so at present.

A resolution was adepted by the stockholders,

requesting the directors, if they doem it expedient, to survey a route for a railroad from some point on the Morris road, between Hackettstown and Dover, to the Delaware river, at or near Phillipsburg, and estimate the cost, &c.

The total receipts of the Cleveland, Columbus and

Cincinnati Railroad Company for the first five months of the present year, amounted to \$480,626 24, against \$456,859 08 for the same time last year. The expenses this year in the same time were \$205,552 67, being the net income of the company applicable to a dividend, at the close of the five mon 073 57. Amount required to pay July dividend, about \$225,000.

The Canton Company of Baltimore received last cer from sales of lands, rents, &:., \$48,574 81. which with the balance on hand June 1, 1854, make total of \$69,810 62. The expenditures for the year ending May 31, 1855, were \$59,697 89, which left in the treasury June 1, 1855, \$10,112 73. During the year there has been added to the wharf property 2,142 front feet.

The Wabash Valley road will be opened ninetythree miles from Toledo to Fort Wayne on the 1st of July, and twenty five miles further in about ten days

The Lake Superior Journal speaks in strong terms of condemnation of the tricks to which Wall street and State street speculators have resorted to fleece the public by the sale of stocks of an imaginary value only, by means of false and exaggerated reports, newspaper puffing, sham dividends, and the inflation of the stock market by the arts best known to "operators," on 'Change. Though mining operations have thus been brought into discredit, it is yet insisted that there is a solid basis for confidence in well mavaged mining companies; that there is no place in the known world where such rich and soundant deposits of copper and iron ore can be found as in the Lake Superior country; and that the success of several companies is even now astonishing, considering through what difficulties they have had to work their way. In the future everything is en

couraging.
The receipts of the Susquehauna and Tidewater Canal from the opening of navigation to the 10th inst., amount to \$74,170 67, against \$59,970 50 in the corresponding period last year, showing an increase of \$14,200 17-near 25 per cent.

We learn from the Pittsburg Gazette that the committee appointed to investigate the affairs and eccounts of the Ohio and Pennsylvania Railroad Company, by the stockholders, at the meeting in January, have completed their labors, and pubished the result in pamphlet form. After spending about two months, and examining all the transac tions of the officers from the inception of the enter price, the committee report that there is nothing effecting the bonor integrity and fidelity of any fficer of the company, excepting the defalcation of

the late treasurer.

The Park Fire Insurance Company have declared semi annual dividend of five per cent.

The returns of the banks of New Orleans for the

Total decrease for the week 235,414

The New Orleans Crescent of the 12th inst., says:

The Bank report for the last week exhibits a great decrease in some items. It will be observed in specie there as a decrease of \$487,205, in circulation of \$110,018; in deposits of \$725,101; in exchange of \$420,431; in short loans of \$692,623; in distant balances of \$222,386.

The great decrease in deposits, nearly considered a million of foliars, is in some meas anxiety caused by many transient their business for the season, hastener was, by the announcement of the Boespidemic existing is our city. Of financial movements of sur city, being a depot of the West, are more or less congood or bad sanitary condition.

In the aggregate the banks are con The New Orleans Crescent of the 12th inst., says:

good or bad sanitary coedition.

In the aggregate the banks are con
the requirements of the law, \$1,850
\$754,468 is with the Bank of Louistawith the State Bank, and \$140,000 wit:
If we include the exchange balances
would exhibit a balance of \$405,000, c
\$560,000.

Senator Rusk, of Texas, has add the State Gazette, at Austin, on cepting or rejecting the bill pass sion of Congress, on the subject of beses his opinion less upon the the bill than upon its effect in ridd. its cent, and in disposing finally of bitherto interminable controversy. I ur, he says, to what the United Sta have done, but it is the best that could could enly be got after much exertion.

understand, than he doesns it prudent to expected himself in his public address. It is reported of him that he plainly tells Texas that if the State refuses or negle to to accept the provisions of the pen bill, that Congress will make direct appropris of the money; and as such a course would be and proper, we can scarcely question such a remit.
Seven new banks were chartered by the Legislature of Rhode Island, during the eight days' see

put closed, viz :—

Tae Bank of the Republic, in Providence; the Slater
Bank, in North Providence; the Sowamset Bank, in Wesren; the Farmers' Bank, in North Kingstown; the Asharen; the Farmers' Bank, in North Kingstown; the Asharen; the Franklin Five Cent Savings Bank, in Providence,
the Franklin Five Cent Savings Bank, in Providence
banks in Providence, the American Bank and the Bank
of Commerce—were—the American Bank and the Bank
amount of their stock for a nutherized to increase the
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The returns of the banks of South Carolina, the month of May, give the following exhibit:

Capital stock, \$14,627.218; bills in circulation, \$6,767,-287; net profits on hand, \$1,655,990; canh deposited and other moneys not enumerated, \$3,290,530; species, \$4,382,238; noise discounted on personal security, \$4,382,238; noise discounted on personal security, \$18,570,7899; stock, \$7,842,731; suspended debt and debt in sut, \$2,248,428.

In capital stock there has been an increase of \$35,000; in circulation there has been a decrease of \$184,000; in not profits there has been an increase of \$22,000; and in deposits, &c., a decrease of \$230,000; in specie a decrease of \$169,000; in other discounted on personal security an increase of \$130,000, and in demostic exchange a decrease of \$100,000.

The following table above. the month of May, give the following exhibit :-

The following table shows the quantity of some

of the principal articles of produce left at tideweles from the commencement of navigation to the 14th of June, inclusive, during the years 1853, 65 days, 1854, 45 days, and 1855, 45 days :-

RECEIPTS OF PRODUCE AT TIDE | RECEIPTS 87 PRODUCE AT TIDEWATER. | 1865 | 1864 | 1865 | 1864 | 1865 | 1864 | 1865 | 1864 | 1865 | 1864 | 1865 | 1864 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 | 1865 |

at tidewater, during the second week in June, in the years 1854 and 1855, was as follows:-

Flour, bbls. Wheat, bu. Corn, bu. 1854....87,603 383,144 143,769 1855....40,204 120,934 434,052 Dec ... 47,362 Dec.262,210 Inc.290,283 Dec . 5,692 The aggregate quantity of the same articles left at tidewater from the commencement of navigation to the 14th of June, inclusive, during the years 1864

and 1865, was as follows:-Flour, bbls. Wheat, bu. Corn. bu. Barley, bu. 1854.... 301,693 881,740 1,306,048 205,415 1855.... 179,194 556,095 1,284,065 43,202 Dec. ... 122,499 Rec.326,645 Dec.82,883 Dec.163,184 The aggregate quantity of the same articles left at tidewater from the commencement of naviga

tion to the 14th of June, inclusive, during the years 1853 and 1855, was as follows:-Flour, bbls. Wheat, bu. Corn, bu. Barley, bu. 1863.....654,017 864,485 352,411 132,566 1855.....179,194 556,095 1,284,085 45,386

Dec. ... 374,823 Dec. 308,390 Inc. 931,654 Dec. ... 89,250 By reducing the wheat to flour, the quantity of the latter left at tidewater this year, compared with the corresponding period of last year, shows a decrease of 187,628 barrels of flour. Stock Exchange.

Stock Exchange.

\$6000 U S 0's, '67... 110';
\$1000 O'o 0's, '60.exin 100';
\$200 Eren 0's, '90... 98 100 do ... 550 98;
\$1000 O s 0's, '60.exin 100';
\$200 Eren 0's, '90... 98 100 do ... 550 98;
\$1000 Virginis 0's... 100';
\$100 Missouri 0's... 97';
\$300 do ... 530 98;
\$100 do ... 530 98;
\$100 do ... 550 98;
\$100 Missouri 0's... 97';
\$100 do ... 550 98;
\$100 Harlem IstBis 91 200 do ... 560 99;
\$1000 Harlem IstBis 91 200 do ... 560 99;
\$1000 Eric Onr 98;
\$11 88;
\$12 000 Harlem RR... 55 98;
\$1000 Eric Bds, '75, 33 91 10 Harlem RR... 55 98;
\$1000 Eric Bds, '75, 33 91 10 Harlem Pre'd... 75 50 Nie Transit Co ... 100 do b30 42 Penn Coal Co 42 Penn Coal Co. 113 18 do. 424
40 do 1124 125 do 425
300 Cum Coal Co. 203 9 M. S. & N. In. RR 107
600 do. b10 223 100 do . 1073
100 do b60 223 140 M. S. & N. In. RR 107
350 do 223 140 M. S. & N. In. RR 107
350 do 223 100 do . 107
350 do 223 100 Ho. & N. In. Con. 100
350 do 32 223 100 do 100
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CITY TRADE REPORT.

TURNAT, June 19—6 P. M.

ASSUR.—Small sales pots were made at 6%c., and

TURNAY, June 19—6 P. M.
ASHER.—Small sales pots were made at 6%c., and
pearls at 6c.

Engaperuyrs.—Flour—The sales embraced about 5,500
a 9,000 bbls, including common to good State, at \$5.75
a 90 25, and Western do. do., at \$9 a \$0.76, and
311 a \$13 for extra Genese. Canadian (abeat
1,000 a 1,200 bbls.) were sold at \$10 a \$11. Southern was canier. Sales 900 a 1,000 bbls. at \$10 e \$5.
\$11 26 for common to good, and \$11 \$7 a \$12 for fancy
and extra. Rye flour—200 a 300 bbls. were sold at \$8.25
a \$5. Corn meal was nominal at \$5.06 a \$5 12½ for
Jersey. Wheat—There was more doing, and the market
was rather firmer; 3,000 bushes prime white Canadian
sold at \$2.50, and 5,000 do. Upper Lake at \$2.06. Rye
was steady, with small sales at \$1.75. Corn was in reduced supply, and the market firmer, which checked
sales. The transactions embraced about 25,000 a 30-00
bushels western mixed at \$1 a \$1 02. No sales of white
or yellow were reported. Oats were quiet at 50c. a \$3c.
for fatate and Western.

COTYNE.—The sales embraced 100 bags Rio, at 10%c.,
and 106 to 200 mats Java, at 14%c., and Jamaics at p.t.
COTTON.—There was some better feeling in the market,
with more doing. The sales footed up about \$,000 a.
FREIGHTS.—To Liverpool, about 20,000 bushels of corn
were engaged to ably's bags at 5%d. 6d. 70 balasee island cotton at 5-16d. For square bales 3-1
was asked; and 100 bbls. oil were engaged at 17s
There